

## CLASSIFIED MESSAGE

DATE 2344Z 8 MAR 63

~~SECRET~~

ROUTING

1	4
2	5
3	6

TO : DIRECTOR

EO 12958 3.3(b) (1)&gt;25YRS

FROM :

ACTION: OSA (1,2,3,4,5,6,7,8,9,0)

INFO : S/C (11)

ZÉPAC

OPERATIONAL IMMEDIATE

TOR: 0015Z 9 MAR 63

(63)

IN 68496

TO

OPIM

INFO

CITE

OXCAR

8569

1. ARTICLE 123 MADE FLT 52 8 MARCH 1963. DURATION TWO HOURS AND 28 MINUTES. MAXIMUM SPEED M.95, MAXIMUM ALTITUDE 35,000 FEET. PILOT JIM GILLAND. PURPOSE OF FLT INS TESTS AND ADF CHECKS.

2. PILOT REPORTS INS WORKED SATISFACTORILY THROUGHOUT FLT WITH ERRORS REPORTED OF 1 N.M. AT BASS, 1 N.M. AT ELY, 6 N.M. AT CURRENT, AND 6 N.M. AT CALIENTE. USED AUTO NAVIGATION MODE FREQUENTLY AND WAS NOT SATISFIED AS HE SAID IT TENDED TO OVERSHOOT TOO MUCH. FELT PROGRAMMING COULD BE IMPROVED.

3. IN ANTICIPATION OF FUTURE NIGHT FLYING A GCA APPROACH WAS ATTEMPTED BUT WAS NOT SATISFACTORY. PILOT SAID THE APPROACH IS MUCH TOO STEEP FOR THIS AIRCRAFT.

4. PILOT THEN MADE A TOUCH AND GO WITHFULL AB GO AROUND FOLLOWED BY ANOTHER WITH SINGLE AB GO AROUND. REPORTED AIRCRAFT OF ON SINGLE AB AS LONG AS SAS IS WORKING.

APPROVED FOR RELEASE  
DATE: AUG 2007~~SECRET~~GROUP 1  
Excluded from automatic  
downgrading and  
declassification

~~SECRET~~

IN 68496

[REDACTED] 8569

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5. LANDING WAS DOWNWIND WITH GOOD CHUTE DEPLOYMENT.
6. PILOT REPORTED THAT COCKPIT IS EXTREMELY UNCOMFORTABLE AND  
SAID IMPROVEMENT IS MANDATORY BEFORE LONG FLIGHTS SHOULD BE  
ATTEMPTED (8 TO 10 HOURS).

END OF MESSAGE

~~SECRET~~